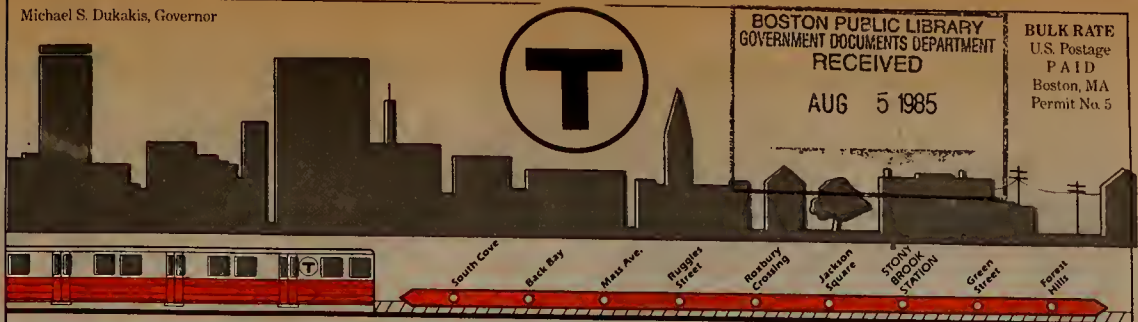


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Michael S. Dukakis, Governor



Southwest Corridor News

Southwest Corridor Project Newsletter

Vol. 3 No. 3
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Published by the Massachusetts Bay Transportation Authority
Frederick E. Salvucci, Chairman
James F. O'Leary, General Manager
Francis M. Keville, Director of Construction

Southwest Corridor Development Process Commences

The MBTA has commenced the community participation process for the implementation of land development parcels for the Southwest Corridor Project.

A Southwest Corridorwide Working Committee Meeting, held on July 1, 1985, provided the first opportunity for corridor residents, business people and agency representatives to review the current status of the Southwest Corridor Project's 1979 Development Plan. The meeting also provided for discussion of the MBTA's official policy for implementing the plan, and for the presentation of procedures for disposition of MBTA land.

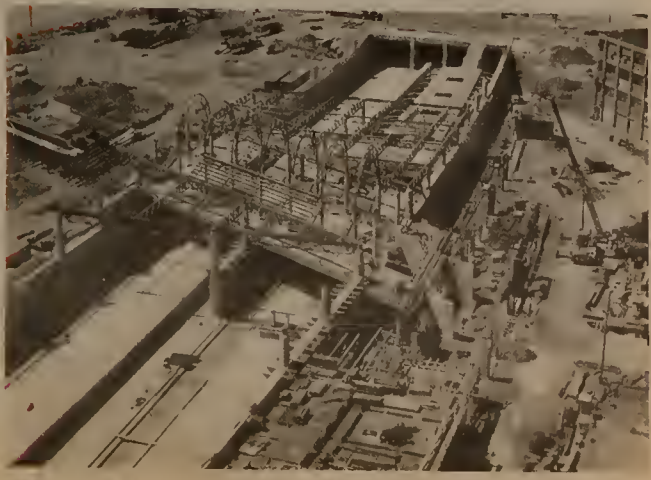
A schedule of future development meetings, tentatively set for September will be available through Southwest Corridor mailings and notifications in local newspapers.

Resumen en Español

El MBTA ha dado comienzo al proceso de participación de la comunidad en el desarrollo de las parcelas de terreno en el Proyecto del Corredor Suroeste.

La reunión del Comité de Trabajo del Corredor Suroeste, celebrada da la primero de julio de 1985, ofreció a los residentes del Corredor, a los comerciantes y a representantes de agencias la primera oportunidad de revisar el Plan de Desarrollo de 1979 del Proyecto del Corredor Suroeste. También se discutieron las normas oficiales del MBTA para implantar el plan, y se presentaron los procedimientos para disponer de los terrenos del MBTA.

Las próximas reuniones comenzarán durante el mes de septiembre, y sus fechas serán comunicadas por correo y mediante anuncios en los periódicos locales.



Ruggles Street Station area showing station platform area and new Ruggles Street under construction.

In Jamaica Plain: "It's Stony Brook Station"

The MBTA Board of Directors at its June 26, 1985 meeting voted to formally designate the Southwest Corridor Orange Line station at Boylston Street in Jamaica Plain as (STONY BROOK STATION).

The Board's vote and action endorsed the MBTA Southwest Corridor Project staff recommendation that the name be adopted. This name was the overwhelming consensus of the Boylston Street Station Area Task Force, which selected (STONY BROOK) out of four names at its February 28, 1985 meeting.

The designation fulfilled a long-time commitment by the MBTA Southwest Corridor Project to the Boylston Street Station Area Task Force members that it would have the opportunity to determine the name of the station in its neighborhood. A new name was required for the station as Boylston Street Station already exists on the MBTA Green Line.

(STONY BROOK STATION) is being constructed at the intersection of

Lamartine and Boylston Streets, in Jamaica Plain.

Resumen en Español

La Junta Directiva del MBTA, en su reunión del 26 de junio de 1985, aprobó la designación oficial de la estación de Boylston en Jamaica Plain con el nombre de ESTACION DE STONY BROOK.

El voto y la acción de la Junta respaldaron la recomendación hecha por la directiva del Proyecto del Corredor Suroeste del MBTA a los efectos de que se adoptara dicho nombre, después que los miembros del Comité de Trabajo de Zona de la Calle Boylston, aprobaron unánimemente ese nombre en su reunión del 28 de febrero de 1985.

La razón por la cual se necesitaba cambiar el nombre de esta estación es que ya existe otra estación con el nombre de Boylston en la Línea Verde del MBTA. LA ESTACION DE STONY BROOK se está construyendo en la intersección de las calles Lamartine y Boylston en Jamaica Plain.

SWCP Parkland Construction is Underway

Construction is now underway for the initial Southwest Corridor Project Landscaping Contract, one of four contracts that will create the 50-acre Southwest Corridor Parkland from the South End/Back Bay in downtown Boston to Forest Hills in Jamaica Plain.

Landscaping work includes the planting of trees, shrubs, grass; installing lights for bicycle and pedestrian paths; and constructing community garden and playground areas.

The first contract for landscaping in Section I (MBTA Contract 097-122) from Harcourt Street to Dartmouth Street was awarded to the John McCourt Company for \$1.3 million in March, 1985. McCourt began construction in May.

The second contract for landscaping in Section I (MBTA Contract 097-121) from West Canton/Harcourt Street to Massachusetts Avenue was scheduled for advertisement in June, with construction expected to get underway during the late summer of 1985.

The landscaping contract for Section II (MBTA Contract 097-218) is scheduled for advertisement in July. This contract will tie into landscaping work being done as part of each of the Section II station contracts, and will complete the Southwest Corridor Parkland in Section II, which thus far has been

temporarily seeded. The recreational decks in front of the Mission Hill Extension and Bromley Heath also will be completed as part of the landscaping contract.

The Section III Landscaping Contract (MBTA Contract 097-318) was advertised on May 31, 1985, with work scheduled to begin during the summer. This contract covers the area of SWCP line construction from Hoffman to Hall Street (the 097-305 and 097-316 construction areas), including the Boylston and Minton Street decks, Johnson Playground area, and the Jamaica Plain High School deck.

Resumen en Español

Ya ha comenzando la construcción bajo uno de cuatro contratos de la zona de Parques del Proyecto del Corredor Suroeste, cubrirá desde el South End/Back Bay que en el centro de Boston, hasta Forest Hills en Jamaica Plain.

El trabajo de jardinería incluye la siembra de árboles, arbustos y gramínea; la instalación de alumbrado en los senderos de bicicletas y peatones; y la construcción de un jardín para la comunidad y zonas de recreo.

El primer contrato de parques en la Sección I (Contrato MBTA 097-122) desde la calle Harcourt a la calle Dartmouth, fué otorgado por \$1.3 millones, en marzo del 85, a John

sigue en la página 3



Stony Brook Station (formerly Boylston Street) from the intersection of Boylston and Lamartine Streets.

MBTA General Manager's Message



General Manager, James F. O'Leary

The Southwest Corridor Project is now highly visible along the South End/Back Bay, Roxbury and Forest Hills in Jamaica Plain, and is progressing rapidly towards its projected opening date in the winter of 1986.

During the past year, major milestones have been achieved. Construction is quickly taking shape in Roxbury and the final Southwest Corridor station contract for Ruggles Station was awarded. Many of the smaller stations are nearing completion, and the new Back Bay and Forest Hills Stations are well underway. The first of four landscape contracts to create the 50-acre Southwest Corridor Parkland has been awarded, and the remaining three contracts will also be awarded for construction during the next few months.

While construction continues, the process for the development of land parcels along the Southwest Corridor is commencing. This exciting process will result in decisions for the development of major parcels in Roxbury and Jamaica Plain, paving the way for the economic revitalization of neighborhoods in these communities. This process is intended to include active participation by members of the community, and to be a positive experience for all parties who share in the decision-making process for the development of the Southwest Corridor.

Simultaneously, efforts are progressing for a plan to replace transportation service for neighborhoods immediately adjacent to the elevated Orange Line structure between Dudley and South Cove in downtown Boston. This replacement service, whether in the form of light rail, trolley buses or buses will be instituted once the elevated Orange Line is demolished following relocation of the new Orange Line as part of the Southwest Corridor Project. Public hearings on the alternatives will be held in the fall and a preferred alternative for replacement service will be selected after the hearings.

We are making progress on all phases of MBTA Southwest Corridor planning and construction and are moving steadily towards our committed goals. Together we are approaching completion of one of the largest transportation construction projects in the

country. I look forward to continued close cooperation as we plan for the future of the communities of the Southwest Corridor.

Resumen en Español

Las obras del Proyecto del Corredor Suroeste, claramente visibles ya, a lo largo del South End/Back Bay, en Jamaica Plain, Roxbury y Forest Hills, avanzan rápidamente hacia la fecha de su inauguración señalada para el invierno de 1986.

Durante el año pasado se han hecho logros fundamentales. La construcción está tomando forma rápidamente en Roxbury, y el contrato de la Estación de Ruggles, el último contrato de estación del Corredor, se ha adjudicado. Muchas de las estaciones más pequeñas están siendo terminadas y las nuevas estaciones de Back Bay y Forest Hills están muy adelantadas. Ya se ha adjudicado el primero de los cuatro contratos de parques para crear la zona de 50 acres de parques para el Corredor, y los restantes tres se entregarán durante los próximos meses.

Mientras la construcción avanza, el proceso para el desarrollo de las parcelas de terreno del Corredor comienza. Este interesante proceso tendrá como resultado decidir, mediante la activa participación de miembros de la comunidad, la forma en que se van a utilizar las principales parcelas en Roxbury y Jamaica Plain, facilitando de este modo la revitalización económica de estas vecindarios. Será una experiencia de carácter positivo para todos los participantes en las reuniones que se señalarán para tener lugar en los próximos meses. Esta oportunidad extraordinaria de cooperar creativamente en el uso futuro de parcelas actualmente en desuso es ofrecida por el Proyecto del Corredor Suroeste.

Simultáneamente, progresa la creación de un plan para sustituir el servicio de transporte en los vecindarios inmediatamente adyacentes a la estructura elevada de la Línea Anaranjada en la calle Washington entre Dudley y South Cove en el centro de Boston. Este nuevo servicio, ya sea en forma de tranvías, de autobuses de propulsión eléctrica o de autobuses ordinarios, quedará establecido una vez que el elevado de la Línea Anaranjada sea demolido y se relocalice la nueva Línea Anaranjada como parte del Proyecto del Corredor Suroeste. En el otoño se llevarán a cabo de audiencias públicas con el fin de escoger la mejor alternativa entre las propuestas.

Estamos haciendo constantes avances hacia las metas propuestas para la planificación y construcción del Corredor Suroeste del MBTA y juntos nos acercamos a la terminación de uno de los proyectos de transporte urbano más grandes en todo el país. Espero con anticipación continuar avanzando el futuro de las comunidades del Corredor Suroeste.

J.F.O.

Project Managers Play a Vital SWCP Role

The work day of an MBTA Southwest Corridor Project Manager often runs non-stop from 6:15 a.m. well into the late afternoon, and occasionally late into the evening if a community meeting is scheduled to discuss construction progress and issues related to their Section of the Project.

The day's schedule is usually a hectic one: hours of talking on the phone with field personnel, representatives of contractors, engineers, and a host of other agencies involved in the Southwest



Section I Project Manager William J. Quinlan

Corridor Project; preparing and initiating correspondence; providing documentation, including that required to assure that contractors are paid for work performed in a timely manner and authorization for necessary change orders. Construction site visits and meeting with field personnel (resident engineers and inspectors); reviewing contract plans and specifications; and overseeing job progress meetings are all important responsibilities of the Project Manager. The average day also includes resolving problems and complaints from property owners and residents relating to construction activity in their neighborhoods and addressing a variety of construction-related crises, typical of a construction project of the size and

tion-South Alfred J. Pacelli and responsible to MBTA Director of Construction Francis M. Keville, these Project Managers are performing a critical role in the construction, administration and coordination of the \$741 million Southwest Corridor Project.

SECTION I PROJECT MANAGER WILLIAM J. QUINLAN is responsible for the administration and coordination of seven active construction contracts, representing approximately \$130 million dollars of work. His major contracts include Back Bay Station, Massachusetts Avenue Station, South Cove Station and the Line contracts between the South Cove Tunnel and West Canton Street; and between West Canton Street and Camden Street in the South End. He is, additionally, responsible for two Southwest Corridor Project Parkland contracts and for coordinating construction adjacent to two active rail lines. Commuter Rail Lines and Amtrak pass through the Section I site areas. Project Manager Quinlan supervises a field organization of 20 resident engineers, office engineers and inspectors.



Section II Project Manager Robert D. MacKay

"The major challenge of this project is in dealing with all the parties involved in design and construction," Quinlan says, noting that his day to day work includes contact with representatives of contractors, designers, engineers, utility companies, etc. in addition to his own field staff. "It's one large project that consists of a thousand and one small projects."

Quinlan brings to the Southwest Corridor Project a solid background in public works engineering, including considerable experience in highway and bridge construction. (Several major bridges have been constructed as part of Section I construction.) Prior to his assignment to the MBTA's Southwest Corridor Project in 1979, Quinlan spent 21 years as an engineer in varying capacities with the Massachusetts Department of Public Works, beginning as a rod man in 1957, and rising to Senior Civil Engineer on major construction projects throughout the State in 1972. He joined the MBTA in 1978 as a Resident Engineer, assigned to the Red Line South Project and had responsibility for the reconstruction of streets and bridges adjacent to the Braintree Station and Parking Garage. He was promoted to Assistant Project Manager and assigned to the South Cove Tunnel Project in 1979 and was named Acting Project Manager for that Project in 1980. In 1981, he became Section I



Section III Project Manager Joseph L. Clougherty

magnitude of the Southwest Corridor Project.

Direct attention to these — and other — activities add up to the Project Manager's achieving his overall goal: to keep Southwest Corridor Project construction activity in their Section on schedule, within budget and completed in compliance with contract specifications and all other requirements.

Striving towards this goal are the Southwest Corridor Project's: Section I Project Manager William J. Quinlan; Senior Project Manager and Section II Manager Robert D. MacKay; and Section III Project Manager Joseph L. Clougherty.

Reporting directly and daily to MBTA Assistant Director of Construc-

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continued on page 6

Educational Training Program Provides Great Opportunity for SWCP Youth

MBTA General Manager James F. O'Leary recently noted the progress of a \$400,000 Educational Training Program primarily for students from Southwest Corridor Project communities. The program commenced in late May.

The one-year training program is providing 15 to 20 students from eight high schools in or associated with the Southwest Corridor Project communities with a comprehensive educational experience in engineering, architectural design and business, as related to the construction of the MBTA's Southwest Corridor Project. Funding for the program is being provided through the federal Urban Mass Transportation Administration.

The student trainees, ranging in age from 16 to 19, are receiving classroom instruction in such areas as drafting, model-building, photography, and computer-aided design; on-the-job training through placement in engineering and architectural firms, and academic and career counseling.

MBTA General Manager James F. O'Leary noted that the program is modelled after the earlier Southwest Corridor Project educational training programs, which provided a valuable educational experience to a total of 132 students from 1978 through 1982.

"We are very pleased that the Southwest Corridor Project can provide a training ground for students who may not otherwise have the opportunity to be exposed to the architectural and engineering professions," O'Leary said.

"This program is an important component of the Southwest Corridor Project's focus on community participation."

Frederick Salvucci, State Secretary of Transportation and Construction and Chairman of the MBTA Board of Directors, also hailed the program as "an important measure of our strong commitment to link transportation development and human development."

Melissa A. Tillman, a member of the MBTA Board of Directors and of the Advisory Committee for the Educational Training Program, said, "This program represents a significant educational and employment opportunity for the young people of the Southwest Corridor Communities. The program is an ideal vehicle for these residents to share in the benefits of this major urban transportation project."

The program is being administered by the joint venture of Kaiser Engineers/Fay, Spofford and Thorndike, Inc., under the direction of Program Advisor Marie Devito of Watertown. Program Coordinator Matthew Goode of Dorchester, Counselor Rosemary Bickerton of Jamaica Plain, and Lujeania Gregory of Dorchester will provide day-to-day administration and guidance to students.

The trainees are students at Jamaica Plain High School, Copley Square High School, Madison Park High School, Boston Technical School, Chinese Essential Services (YES) the

Cardinal Cushing School for the Spanish Speaking, South Boston High School and Mario Umana High School. They will participate on a part-time basis during the school year and full-time during the summer months.

A major focus of the program is to familiarize the trainees with individuals who are successful business people and potential role models for them in their communities. An important feature of the program is discussion of minorities and the minority businesses that have succeeded in their communities and to acquire general sense of work responsibility and business skills. Field trips and guest speakers will be a major component of the learning experience.

Classroom instruction is being provided in conjunction with Franklin Institute of Boston and the Humphrey Occupational Resource Center. One of the unique aspects of this training program is that, concurrent with classroom training, students will have an opportunity to work with the various design firms involved in the project. Design and engineering firms providing placement for trainees include: Kaiser Engineers/Fay, Spofford and Thorndike, Inc.; P.R.C. Harris, Inc.; Howard, Needles, Tammen and Bergendoff; Haley and Aldrich, Inc.; Lane, Frenchman Associates; Stull and Lee Associates; Moriece and Gary; Cullinan Engineering; Thomas K. Dyer, Inc.; Bryant Associates, Inc.; and Parsons, Brinckerhoff, Quade and Douglas.

An Educational Training Program Advisory Committee is providing advice and support for the program. Members are: Melissa Tillman, MBTA Board of Directors; Daniel L. Ocasio, Senior Project Manager, MBTA Southwest Corridor Project Design & Construction Coordination; Peter Calcaterra, MBTA Project Manager/Development; Marie Allen, Office Manager, MBTA Southwest Corridor Project; Robert H. Kelley, Gaston, Snow, Ely & Bartlett; Robert Loney, Deputy Project Manager, Kaiser Engineers/Fay, Spofford & Thorndike; Charles Cafferty, Development Office, Hubert H. Humphrey Occupational Resource Center; Matthew Goode, Program Coordinator, Kaiser Engineers/Fay, Spofford & Thorndike; and Rita McCollin, Boston Public Schools.

The trainees include Alexander Skerritt of Roxbury, Gilbert Reyes of Dorchester, Ellsworth Niles of Boston, David Thompson of Dorchester, Dawn Johnson of Roxbury, Daniel Salas of Boston, Victoria Moorer of Boston, Linda Martinez of Jamaica Plain, Magaly Colorado of Boston, Sandra Gonzalez of Jamaica Plain, Howard Allen of Dorchester, Michael Wu of Boston, Greg Brandon of Roxbury, Wilson Aleman of Boston, and Ulric Leung-Tat of Dorchester.

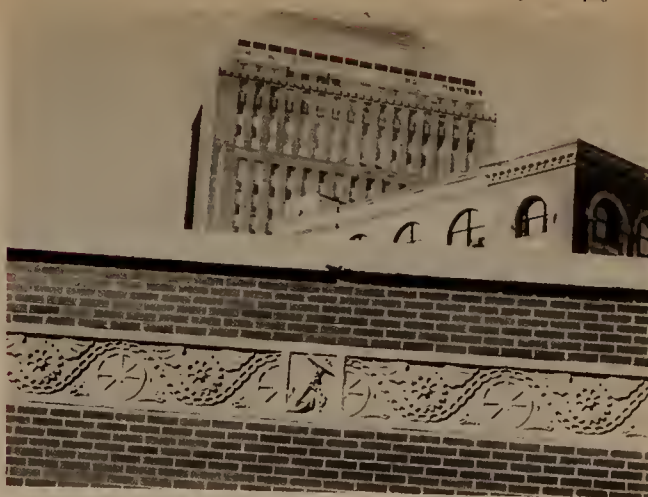
Resumen en Español

James F. O'Leary, Gerente General del MBTA, recientemente señaló el progreso de un Programa Educativo

de Entrenamiento, por valor de \$400,000, principalmente para estudiantes procedentes de las comunidades del Corredor Suroeste.

Este programa, que durará un año,

comenzó a fines de mayo y ofrece a 15 o 20 estudiantes de ocho escuelas superiores dentro de las comunidades del Corredor Suroeste, o relacionadas con *sigue en la página 6*



A view of the frieze from the old Back Bay Station incorporated into the railroad wall at the end of St. Charles and Casenove Streets.

MBTA Retains Feature of Old Back Bay Station

An historic part of the old Back Bay Station has been preserved on a wall in the South End as part of the MBTA's Southwest Corridor Project.

An ornamental sculpture (or frieze) from the old station, demolished in 1981 for the construction of a new, modern and more spacious Back Bay Station, has been incorporated into the recently completed railroad wall at the end of St. Charles and Cazenove Streets. These walls, which have been faced with brick, separate the new railroad trackway of the Southwest Corridor Project from the residences on the streets.

MBTA General Manager James F. O'Leary noted that the final design is the result of neighborhood participation by area residents in the planning and design phase of the Project.

"These walls are symbolic of the extensive community participation process of the Southwest Corridor Project, as well as a significant means of linking the old with the new," he said.

Residents of both streets have expressed much satisfaction with the ap-

pearance of the new walls and reconstructed street ends, which will be landscaped at a later time.

Cathy Marotta, viewing the wall at Cazenove Street, said "Great, even better than I anticipated."

Her neighbor, Jim Terrell, agreed, "The colors blend very well."

Saint Charles Street resident, Marianne Abrams, said, "It's a nice touch, especially for those of us who remember Back Bay Station."

The new Back Bay Station, now under construction between Dartmouth Street and Clarendon Street, will accommodate both rail and rapid transit patrons. The re-located Orange Line will extend from South Cove to Forest Hills and will include MBTA commuter rail lines to the south and west of the city and Amtrak to New York and Washington, D.C. The station will have new transit and railroad entrances at Clarendon Street and Columbus Avenue. Acoustic canopies between Berkeley and Clarendon Streets will substantially reduce railroad sound in the neighborhood.

Parkland Construction

sigue de la página 1

McCourt Company, que empezó la construcción en mayo.

El segundo contrato de parques en la Sección I (Contrato MBTA 097-121) desde las calles Canton y Harcourt hasta Massachusetts Avenue, se anunció en junio para empezar a construirse durante la última parte del verano de 1985.

El contrato de parques en la Sección II (Contrato MBTA 097-218) será anunciado en julio, y enlazará con las obras de jardinería que se vienen haciendo como parte de cada uno de los contratos de estación de la Sección II. Las plataformas de recreo de la

Extensión de Mission Hill y de Bromley Heath quedarán también terminadas como parte del contrato de parques.

El contrato de parques en la Sección III (Contrato MBTA 097-318) fue anunciado el 31 de mayo, 1985, y las obras empezarán este verano. Este contrato incluye desde Hoffman a la calle Hall (zonas de construcción 097-305 y 097-316) y las plataformas de las calles Boylston y Minton, la zona de Johnson Playground, y la plataforma de la escuela superior de Jamaica Plain.

Construction Update:



Green Street Station canopy roof near Gordon Street in Jamaica Plain.

Section I

MBTA Contract 097-115, (Schivone Construction Company), Line Contract, Harcourt Street to Camden Street. This contract is expected to be completed by September, 1985. Remaining work includes Carleton Street; Claremont Street; and the alley approaches by July, 1985; the Follen Street Pump Station by July 1985; and the St. Botolph Street ends by August, 1985. The brick facing on the West Newton Street ventilation structure will be part of MBTA Contract 097-121, Section I Landscaping.

MBTA Contract 097-116, (Modern Continental Construction Company), Back Bay Station. The contractor for Back Bay Station continues work on the lobby deck, columns and various stairways and rooms at the platform level. The steel beams for the forecourt deck area off Clarendon Street are expected to be delivered and placed by August, 1985. Finally, the acoustic canopies between Berkeley and Clarendon Streets are expected to be completed by September, 1985.

MBTA Contract 097-120, (White, Morrison-Knudsen, Mergentime), Line Contract, South Cove to Harcourt Street. This contract is nearing completion with work remaining on the Heath Building underpinning at Columbus Avenue and Clarendon Street.

The final realignment of the Boston and Albany Tracks (Framingham Commuter Rail Line) is expected to be completed by early summer. When this work begins, the Commuter Rail stairs at Clarendon Street will be removed and all access for riders to the platform will be from the Dartmouth Street stairs until the completion of Back Bay Station.

MBTA Contract 097-117, (J.F. White Contracting Company), Mass. Avenue Station. The station is nearing completion with window installation due to be completed by July 1985, and the north entrance and sidewalk to be finished by September, 1985. All work is expected to be completed by October, 1985.

Resumen en Español

Contrato de vía MBTA 097-115, (Schivone Construction Company), desde la calle Harcourt a la calle Camden. Se espera que este contrato quede terminado para septiembre de 1985. Para julio, 1985, se terminarán las obras restantes que incluyen las calles

Carleton y Claremont, más los callejones de entrada y la Estación de Bombeo de la calle Follen. Para agosto, 1985, se terminará la calle St. Botolph. La fachada de ladrillos de la estructura de ventilación de la calle West Newton será parte del Contrato de Parques MBTA 097-121, Sección I.

Contrato MBTA 097-116, (Modern Continental Construction Company), Estación de Back Bay. El contratista continúa trabajando en la plataforma del vestíbulo, las columnas y las escaleras y salones en el nivel de la plataforma. Para agosto de 1985 se espera la llegada y colocación de las vigas de acero para la plazoleta de la plataforma en la calle Clarendon. Y, por último, se espera terminar las marquesinas acústicas entre las calles Berkeley y Clarendon para septiembre de 1985.

Contrato de vía MBTA 097-120, (White, Morrison-Knudsen, Mergentime), South Cove a la calle Harcourt. A este contrato, casi terminado, le falta el apuntalamiento de cimentaciones en el Edificio Heath en la avenida Columbus y la calle Clarendon. La relocalización de las vías del Boston y Albany (línea del tren diario de Framingham) se espera quede concluida a principios del verano. Cuando este trabajo comience, las escaleras de acceso al tren diario en la calle Clarendon se eliminarán y los pasajeros tendrán acceso a la plataforma por las escaleras de la calle Dartmouth hasta que quede terminada la estación de Back Bay.

Contrato MBTA 097-117, (J.F. White Contracting Company), Estación de la avenida Massachusetts. La construcción de la estación está llegando a



Back Bay Station lobby deck under construction.

su fin. La instalación de las ventanas se terminará en julio 1985, y la entrada norte y la acera en septiembre 1985.

Section II

MBTA Contract 097-219, (John F. Mahoney Construction Company), Line Contract, Ruggles Street to Camden Street. Construction is nearing completion at Ruggles Street and Columbus Avenue. The contractor is completing construction of the newly-relocated Ruggles Street. This is the final line contract (boat section) in Section II.

MBTA Contract 097-213, (J.F. White Contracting Co), Ruggles Street Station. Construction of this station began early this spring and is becoming visible as the station begins to take shape. Ruggles Street Station will replace Dudley Station as the major rapid transit-bus transfer point in the Roxbury area. It will also be a stop for MBTA Commuter Rail.

MBTA Contract 097-214, (Modern Continental Construction Company), Roxbury Crossing Station. Construction of this station is projected for completion during the summer of 1985. Roxbury Crossing will serve Mission Hill, Highland Park, Madison Park, Humphrey Occupational Resource Center, and Roxbury Community College.

MBTA Contract 097-215 (Modern Continental Construction Company), Jackson Square Station. This station is projected for completion by March of 1986. It will replace Egleston Square Station. A small utility support building is being constructed across Centre Street from the station. All buses that presently terminate at Egleston, will be rerouted to Jackson Square.

Se espera que todas las obras estén terminadas en octubre 1985.

Resumen en Español

Contrato de Vía MBTA 097-219, (John F. Mahoney Construction Company), desde la calle Ruggles a la calle Camden. La construcción en la calle Ruggles y la avenida Columbus está casi terminada. El contratista está acabando la construcción de la relocalización de la calle Ruggles. Este es el último contrato de vía de la Sección II.

Contrato MBTA 097-213, (J.F. White Contracting Co.) Estación de la calle Ruggles. Esta construcción empezó en la primavera y ya se está haciendo visible. La estación reemplazará la de Dudley como el sitio principal de transferencia para los autobuses en la zona de Roxbury. También será una parada para el tren diario del MBTA.

Contrato MBTA 097-214, (Modern Continental Construction Company), Estación de Roxbury Crossing. Esta estación, cuya construcción se proyecta terminar en el verano de 1985, servirá a Mission Hill, Highland Park, Madison Park, Humphrey Occupational Resource Center y Roxbury Community College.

Contrato MBTA 097-215 (Modern Continental Construction Company), Estación de Jackson Square. Señalada para terminarse en marzo de 1986. Substituirá a la Estación de Egleston Square. Actualmente se está construyendo un pequeño local auxiliar para servicios públicos en la calle Centre, frente a la estación. Todos los autobuses que ahora terminan en Egleston cambiarán su parada final para Jackson Square.



Ruggles Street Station area showing station platform area and new Ruggles Street under construction.



Massachusetts Avenue Station superstructure under construction.

Section III

MBTA Contract 097-320, (White, Morrison-Knudsen, Mergentime), Forest Hills Station.

Construction of the station is progressing rapidly. The contractor has been constructing deck sections, erecting the structural steel and the roof columns and the busway on the west side of the station. In the trackway area, the track drain system has been completed. The contractor has finished the invert slab after completing work in the Casey Highway underpinning.

MBTA Contract 097-308, (J.F. White Contracting Company), Green Street Station. The structural steel has been erected and work has been done on the platform and lobby levels. Most of the exterior and interior masonry work has been completed; portions of the roof are complete and the platform canopy roof is nearing completion. The substation room, communication room and porter's room are nearing completion.

MBTA Contract 097-307, (Kiewit Eastern) Stony Brook Station (formerly Boylston Street Station).

The remaining work on the station is interior finish work on glass and paint as well as work on doors and windows. The community formally voted to name this station "Stony Brook" in February at a Boylston Street Station Area Task Force Meeting.

MBTA Contract 097-316, (Cruz Construction Company), Line Contract, South of Boylston Street to Hall Street.

All streets and bridges in the contract area are open to traffic and the final traffic signs have been posted. Work in the trackway is basically complete. The contractor's remaining work, in the spring and early summer, involves finish work including clean-up, Parkland grading including loaming and seeding and final paving of roadways from Green Street South to Hall St.

MBTA Contract 097-306, (DeMatteo Construction Company), Line Contract Hall Street to Walk Hill Street.

All major concrete pours have been completed and the line and portal fencing has been installed. The section north of Morton Street has been prepared for the trackway contractor. The remaining work includes work on the Needham Branch portion of the contract and the seeding, tree planting and other landscaping work in the Parkland area.

Resumen en Español

Contrato MBTA 097-320, (White, Morrison-Knudsen, Mergentime), Estación de Forest Hills. La construcción avanza con rapidez en las sec-

ciones de la plataforma, y la estructura de acero, así como en los embarcaderos para los autobuses en el extremo oeste de la estación. En la zona del viaducto, el sistema de drenaje de vía ha quedado terminado. La placa invertida ha sido concluida por el contratista después de terminar el apuntalamiento provisional de las cimentaciones en la Carretera Casey.

Contrato MBTA 097-308, (J.F. White Contracting Company), Estación de la calle Green. Se ha erigido la estructura de acero y se ha trabajado en los niveles de la plataforma y del vestíbulo. La mayor parte de la albanilería ha quedado terminada, partes del techo están concluidas y el techo de marquesina de la plataforma se está finalizando. El local inferior, el cuarto de comunicaciones y el del portero están casi terminados.

Contrato MBTA 097-307, (Kiewit Eastern), Estación de Stony Brook (formalmente Estación de la calle Boylston). El trabajo por hacer consiste en instalar vidrios, puertas y ventanas y en pintar.

Contrato de vía MBTA 097-316,

(Cruz Construction Company), desde el sur de la calle Boylston a la calle Hall. Todas las calles y los puentes en la zona del contrato están abiertas al tráfico y se hallan colocados los correspondientes semáforos de circulación. El trabajo en el viaducto está básicamente terminado. Las obras restantes serán terminadas para la primavera y comienzos del verano y consisten en los toques finales como limpieza, nivelación del terreno en la zona de parques más la pavimentación de las calles desde Green hasta Hall.

Contrato de vía MBTA 097-306, (DeMatteo Construction Company), de la calle Hall a la calle Walk Hill. Se han terminado los principales vertimientos de hormigón, y el cercado de la vía y del porta han sido instalados. La sección al norte de la calle Morton está preparada para el contratista de la vía. Las obras restantes incluyen el trabajo en la parte de la rama de Needham más la siembra de césped y de árboles y otros trabajos de jardinería en la zona de parques.



Dismantling of West Canton Street temporary pedestrian bridge.

Casey Highway Underpinning

As part of Contract 097-320, the Forest Hills Station and Line Contract, J.F. White/Morrison-Knudsen/Mergentime Corporation provided underpinning on three of the Casey Highway piers. This work was performed to ensure that the trackway excavation did not affect the support of the Casey Highway footings.



The beginning of excavation for Casey Highway underpinning in the Forest Hills Station area.

Resumen en Español

Como parte del Contrato 097-32-, contrato de vía y de la estación en Forest Hills, J.F. White/Morrison-Knudsen/Mergentime Corporation efectuó el apuntalamiento provisional de tres de los cimientos de la carretera. Esto se hizo para asegurar que la excavación de la vía férrea no afectaría los soportes de la carretera.



Production pile being placed near Casey Highway pier as support for underpinning.

Project Manager at an early stage of Southwest Corridor Project construction in the Back Bay and South End.

Quinlan says he takes pride in completing any project he is involved with, but will be especially proud when the Southwest Corridor Project is completed and in operation.

"Not many people, in their lifetimes, have a chance or the opportunity to be part of a project of this magnitude," he says.

Mr. Quinlan resides in Plymouth with his wife, Barbara and they have three sons.

ROBERT D. MACKAY is in a unique position as SENIOR PROJECT MANAGER AND PROJECT MANAGER FOR SECTION II. As Senior Project Manager, he has numerous project-wide responsibilities including the administration of the \$17 million dollar trackwork contract, which includes the construction of two transit and three railroad tracks for the entire Corridor. As Section II Project Manager, he is responsible for the administration and coordination of four major contracts, totalling approximately \$41.5 million dollars. These include Ruggles Street Station, Roxbury Crossing Station, Jackson Square Station and the Camden Street to Ruggles Street line contract. His responsibility requires working with the other two Section Project Managers to coordinate trackwork construction with line construction in all sections. He supervises a field operation of resident engineers, office engineers and inspectors.

MacKay, a well experienced engineer, has been with the MBTA for 16 years and associated with the Southwest Corridor Project since its inception. He has served as Senior Project Manager for the Project since 1979, and prior to that, worked as Project Manager for the South Braintree Rapid Transit Extension, Project Manager for the design of the South Cove Tunnel Project, Superintendent of Civil and Design Engineering for the MBTA's Engineering Department, and as Area and Resident Engineer for other MBTA projects.

Prior to his assignment with the MBTA, MacKay spent 17 years as an engineer in varying capacities on a wide range of bridge, highway, railroad, marine and building projects around the world. These include Bolivia, Peru, Canada, the Costa Del Sol resort area of Spain, Saudi Arabia and major military construction in Alaska.

MacKay has been involved in a number of challenging engineering projects, which have taken him from the Andes to the Amazonian jungles, and included a former position as Chief Engineer for the Saudi Arabian Government Railroad, where he supervised a multi-national staff of 800 people.

"Every major construction project is a challenge," he says, noting that the Southwest Corridor Project equals in challenge those he has worked on in the past. "We attempt to solve all problems as they arise, and do everything we can to bring each project to successful completion."

Mr. MacKay resides in Arlington with his wife, Antonia, and they have one daughter.

SECTION III PROJECT MANAGER JOSEPH L. CLOUGHERTY is responsible for the administration and coordination of seven active construction contracts, representing approximately \$150 million of work. Included

are the new Forest Hills Station, Green Street Station, Stony Brook Station, Line Contracts running from north of Boylston Street to Hall Street and from Hall Street to Walk Hill Street and the landscape contract for the Southwest Corridor Parkland in Jamaica Plain. He also has responsibility for the demolition of the existing Forest Hills Station, scheduled for award after the new Southwest Corridor Project Orange Line opens in the winter of 1986. He supervises a field organization of 22 resident engineers, office engineers and inspectors.

Clougherty, a professional engineer, has been associated with the Southwest Corridor Project since he served from 1972 to 1978 as Chief Engineer and Chief of the Program Management Division of Region I, Urban Mass Transportation Administration of the U.S. Department of Transportation.

Clougherty recalls vividly the early efforts and difficulty in obtaining funding for the Southwest Corridor Project.

Prior to his MBTA service, Clougherty served in engineering capacities with the U.S. Army Corps of Engineers and as Area Engineer for the Federal Highway Administration.

In 1978, Clougherty joined the MBTA as an Assistant Contract Administrator and was responsible for reviewing, administering and coordinating construction contracts, including many associated with Southwest Corridor Project construction. In 1981, he was assigned to his current position of Project Manager - Section III.

Like Quinlan and MacKay, Clougherty views the number of people and agencies involved, the critical need to continually coordinate construction, and the necessity to resolve construction problems as quickly as possible as the major complexities of the Southwest Corridor Project.

"But we have been able to stay within budget, on schedule and while doing so have been able to solve and adjust a number of problems," he says, noting that the key to solutions is addressing them promptly and fairly.

Mr. Clougherty resides in Braintree with his wife, Pat, and they have five children.

Resumen en Español

El horario de trabajo de un Jefe de Proyecto en el Corredor Suroeste del MBTA es con frecuencia de corrido y sin parada desde las 6:15 am hasta bien pasado el mediodía, y ocasionalmente, hasta las últimas horas de la tarde si es que hay una reunión para discutir el progreso de la construcción y demás asuntos relacionados con su Sección del proyecto.

La jornada diaria es casi siempre sin descanso: horas de conversación telefónica con el personal de la obra, con los representantes del contratista, con los ingenieros y con una multitud de agencias en el Proyecto del Corredor Suroeste; la preparación e iniciación de la correspondencia; el suministro de documentación que asegure el pago puntual a los contratistas por los trabajos realizados, y la autorización de cambios necesarios; visitas a la obra y reuniones con el personal (ingenieros residentes e inspectores); la revisión de planes de contrato y de las especificaciones; y la supervisión de reuniones para discutir el progreso de las operaciones. Un día corriente incluye además el resolver problemas y quejas de los propietarios y residentes con respecto a las actividades de la

construcción en sus vecindarios, y el confrontar otras crisis típicas en la construcción de un proyecto del tamaño y magnitud del Corredor Suroeste.

Una atención directa a éstas y otras actividades permiten al Jefe de Proyecto cumplir su cometido de mantener al día las actividades de la construcción en el Corredor Suroeste, sin salirse del presupuesto y de acuerdo con las especificaciones y todos los otros requisitos. Esforzándose por alcanzar esta meta se encuentran los

Educational Training continued from page 3

éste, una comprensiva experiencia educacional en ingeniería, diseño arquitectónico y administración comercial en relación con la construcción del Proyecto del Corredor Suroeste. Los fondos para el programa son suministrados a través de la Administración Federal de Transporte Urbano.

Los estudiantes-aprendices, de 16 a 19 años de edad, reciben instrucción escolar en las áreas de dibujo, construcción de modelos, fotografía y diseño, entrenamiento de trabajo por medio de colocaciones en firmas de ingeniería y de arquitectura, más asesoramiento en cuanto a estudios académicos y carreras.

El Gerente General del MBTA indicó también que el programa se rige por el modelo de los anteriores programas educacionales de entrenamiento del MBTA que suministraron una valiosa experiencia educacional a un total de 132 estudiantes desde 1978 hasta 1982.

"Estamos muy complacidos de que el Proyecto del Corredor Suroeste pueda suministrar un campo de entrenamiento para estudiantes que de otro modo no tendrían oportunidad de estar en contacto con las carreras de arquitectura y ingeniería," dijo O'Leary. "Este programa es un componente importante de la atención que pone el Proyecto del Corredor Suroeste en la participación de la comunidad."

Frederick Salvucci, Secretario Estatal de Transporte y Construcción y Director de la Junta Directiva del MBTA ensalzó al programa como "un exponente significativo de nuestra firme proposición de unir el desarrollo de transporte público al desarrollo humano."

Melissa A. Tillman, miembro de la Junta Directiva del MBTA y del Comité Asesor del Programa Educativo de Entrenamiento, dijo: "Este programa representa una gran oportunidad de educación y empleo para la gente joven de las comunidades del Corredor Suroeste. Es un vehículo ideal para que residentes participen en los beneficios de tan importante proyecto de transporte urbano."

El programa está administrado por Kaiser Engineers/Fay, Spofford and Thorndike, Inc, bajo la dirección de Marie Devito, de Watertown, Asesora del Programa Matthew Goode, de Dorchester, Coordinador del Programa; la Consejera Rosemary Bickerton, de Jamaica Plain; y Lujeania Gregory, de Dorchester, proveerán la administración diaria y la dirección de los estudiantes.

Los aprendices son estudiantes de las escuelas superiores de Jamaica Plain, Copley Square, Madison Park, Boston Technical School, Chinese Essential Services (YES) la Escuela del Cardinal Cushing para los de Habla

siguientes: William J. Quinlan, Jefe de Proyecto de la Sección I; Robert D. MacKay, Jefe de Proyecto Principal y Jefe de la Sección II; Joseph L. Clougherty, Jefe de Proyecto de la Sección III, los cuales ofrecen reportes diarios directamente al Director Asistente de Construcción del MBTA, Alfred J. Pacelli. Los antes mencionados jefes de proyecto juegan un papel crítico en la construcción, administración y coordinación en el proyecto de \$741 millones del Corredor Suroeste.

Hispana, las escuelas superiores de South Boston y de Mario Umana. Durante el curso escolar participarán en el programa en base temporal y durante los meses de verano en base de tiempo completo.

El programa pone énfasis especial en familiarizar a los aprendices con aquellos individuos que han alcanzado éxito en sus negocios y son modelos potenciales en sus comunidades. Otro aspecto importante del programa es el contacto con minorías y negocios minoritarios que han tenido éxito en sus comunidades, y la adquisición del sentido general de responsabilidad de trabajo y capacidad técnica. Los viajes instructivos y los oradores invitados serán componentes importantes de la experiencia de aprendizaje.

La enseñanza se suministra conjuntamente con el Franklin Institute Boston y el Humphrey Occupational Resource Center. Uno de los aspectos extraordinarios de este programa de entrenamiento es que, junto con las clases de entrenamiento, se les ofrece a los estudiantes la oportunidad de trabajar en las distintas firmas de diseño que participan en el proyecto: Kaiser Engineers/Fay, Spofford and Thorndike, Inc, P.R.C. Harris, Inc; Howard, Needles, Tammen and Bergendoff, Haley and Aldrich, Inc; Lane, Frenchman Associates; Stull and Lee Associates; Moriece and Gary; Cullinan Engineering; Thomas K. Kyer, Inc; Bryant Associates, Inc; Parsons, Brinckerhoff, Quade and Douglas.

El Comité Asesor del Programa de Entrenamiento Educativo está integrado por los siguientes miembros: Melissa Tillman, Junta Directiva del MBTA; Daniel L. Ocasio, Jefe Principal de Proyecto, Coordinación de Diseño y Construcción del Proyecto del Corredor Suroeste del MBTA; Peter C. Calcaterra, Jefe de Proyecto/ Desarrollo del MBTA; Marie Allen, Jefe de Oficina, Proyecto del Corredor Suroeste del MBTA; Robert H. Kelley, Gaston, Snow, Ely & Bartlett; Robert Loney, Jefe Delegado de Proyecto, Kaiser Engineers/Fay, Spofford & Thorndike; Charles Cafferty, Oficina de Desarrollo, Hubert H. Humphrey Occupational Resource Center; Matthew Goode Coordinador de Programa, Kaiser Engineers/Fay, Spofford & Thorndike; y Rita McCollin, Escuelas Públicas de Boston.

Los aprendices son: Alexander Skeritt de Roxbury, Gilbert Reyes de Dorchester, Ellsworth Niels de Boston, David Thompson de Dorchester, Dawn Johnson de Roxbury, Daniel Salas de Boston, Victoria Moorer de Boston, Linda Martínez de Jamaica Plain, Magaly Colorado de Boston, Sandra González de Jamaica Plain, Howard Allen de Dorchester, Michael Wu de Boston, Greg Brandon de Roxbury, Wilson Alemán de Boston, y Ulric Leung-Tat de Dorchester.

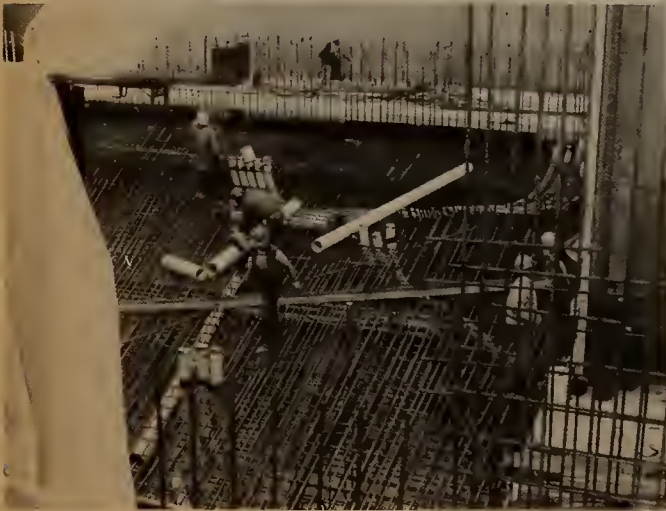
The Last Invert

Final Concrete Section Poured

Beneath the Casey Highway in the Forest Hills section of Jamaica Plain, the last invert, (section of trackway) for the Southwest Corridor Project was poured on April 18 by J.F. White, Morrison-Knudsen and Mergentime Corp. This milestone achievement will allow for the eventual completion of the trackwork through Forest Hills Station for the Orange Line, and com-

muter rail lines to Needham, Franklin, Attleboro and Stoughton. The completion of this section of trackway will also allow for power, signals and communication, and associated system-wide contracts to begin.

This will enable Orange Line and commuter rail lines to commence operations in late 1986.



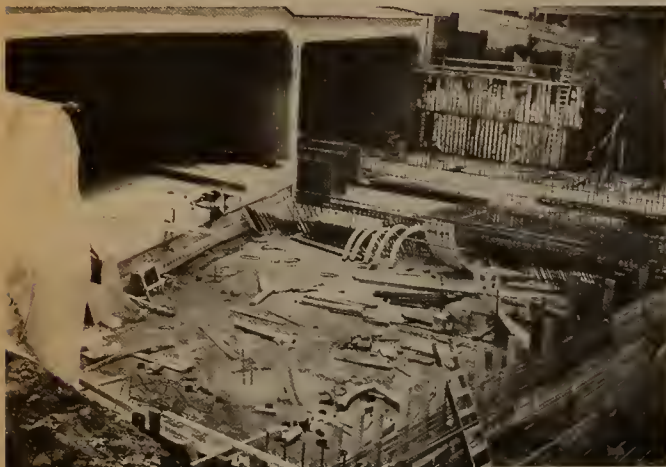
Placement of reinforcing steel.

La placa invertida final, debajo de la Carretera Cassey de Forest Hills, fué vertida el 18 de abril por J.F. White, Morrison-Knudsen and Mergentime Corp.

Este logro fundamental hará posible la futura continuación de la vía férrea en la estación de Forest Hills para la Línea Anaranjada, y para las líneas de los trenes diarios a Needham, Franklin, Attleboro y Stoughton. La

terminación de esta sección de la vía hará posible también el comienzo de los contratos para los trabajos de corriente eléctrica, señales y comunicaciones, así como el de los otros contratos generales para todo el sistema.

Lo anterior permitirá que la Línea Anaranjada y las líneas de transporte urbano comiencen a operar a fines de 1986.



Construction of mud slab base of invert containing electrical conduit.



Pouring of concrete for invert by a pumper.



Invert Section pour completed.

SWCP Ventilation Shafts Blend Well in Corridor Neighborhood

A variety of structures built to contain systems required for the safe operation and efficient maintenance of the Southwest Corridor Project's new transit and rail lines are very visible along the Corridor.

Designed to maintain a system-wide image while blending into individual neighborhoods and the Southwest Corridor Parkland, the structures have become positive visual additions to the Southwest Corridor neighborhoods.

The structures include trackway ventilation systems to maintain safe air quality in areas of the trackway where decking exceeds 600 feet. These consist of transit and railroad exhaust shafts and intake grates. Other ancillary structures, located both above and below grade consist of transit power substations, storm water sewage pumping stations, signal bungalows and mechanical rooms.

The most visible structures are the

continued on next page

Vent Shafts

substation buildings and trackway ventilation shafts, particularly the railroad exhaust shafts which are required to be a minimum of 10 feet above the highest point of any adjacent structure (to assure that exhaust clears surrounding buildings).

Among the most visible railroad exhaust ventilation shafts are: a brick landmark (with flag atop) near Jackson Square Station off Columbus Avenue designed by P.R.C. Harris and Turner Associates/Huygens and DiMella and constructed by the joint venture of Schiavone/Modern Continental; a 40-foot high sculpture landmark on the Mission Hill deck between Prentiss and Ruggles Streets, designed by P.R.C. Harris and Sasaki Associates, and constructed by Modern Continental Construction Company; a 40 foot high building-like shaft at West Newton Street in the South End/St. Botolph area designed by Kaiser Engineers/Fay, Spofford and Thorndike, Inc. and Stull and Lee Associates, under construction by the Schiavone Construction Company; and another 40-foot high shaft at Yarmouth Street in the South End, designed by Kaiser Engineers/Fay, Spofford and Thorndike, Inc. and Stull and Lee Associates, and constructed by the joint venture of J.F. White/Morrison-Knudsen, Mergentime.

Two other large railroad exhaust shafts will be located at Forest Hills Station, designed by Howard, Needles, Tammen and Bergendoff and Cambridge Seven Associates, Inc./R.L. Wilson AIA, to be constructed by the joint venture of J.F. White/Morrison-Knudsen/Mergentime; and at Back Bay Station designed by Kaiser Engineers/Fay, Spofford and Thorndike, Inc. and Kallmann, McKinnell and Wood, to be constructed by Modern Continental Construction Company.

Transit ventilation shafts are built nearer the station deck level (sometimes appearing only as a grate in the pavement), however, the shaft at Stony Brook Station in Jamaica Plain, on the transit platform is both visible and will be a signal associated with entering the station.

Several power substations, required to provide transit traction and A.C. power, also are prominent. These include a substation adjacent to Stony Brook Station in Jamaica Plain and another at Berkeley Street in the South End, both designed by Kaiser Engineers/Fay, Spofford and Thorndike, Inc. and Kallmann, McKinnell and Wood. These are being constructed by Thomas O'Connor and Sons Contracting Company. (A subcontractor to Lord Electric/Mass. Electric Company). Two other completed substations are located in Forest Hills at Washington and New Washington Streets, and in Roxbury at the intersection of Guernsey and Station Streets near Roxbury Crossing Station. The substations at Berkeley Street and near Stony Brook Station were added to the Southwest Corridor Project in 1983 to provide adequate power for the operation of six (6) car trains at four (4) minute intervals on the relocated Orange Line.

Resumen en Español

Ya pueden observarse a lo largo del Corredor las estructuras que asegurarán los sistemas necesarios para operación y mantenimiento de las nuevas vías de tránsito y ferrocarril del Proyecto del Corredor Suroeste. Diseñadas para conservar una ima-

gen universal de todo el sistema y al mismo tiempo asimilable a los vecindarios individuales y a la zona de parques del Corredor, las estructuras se han convertido en aportaciones visuales de valor positivo en los vecindarios del Corredor.

Las estructuras incluyen sistemas de ventilación de la vía para mantener la pureza del aire en zonas donde las plataformas exceden distancias de 600 pies, y consisten en conductos de ventilación en trenes y autobuses para la salida del aire y en estación y por debajo, consisten plantas eléctricas, esta-

ciones de bombeo para el alcantarillado, puestos de señales y cuartos de mecánica.

Las estructuras más visibles son los edificios bajo las estaciones y los conductos de ventilación de la vía, particularmente los conductos de salida en el ferrocarril, los cuales tienen que quedar a 10 pies por arriba del punto más alto en cualquier estructura adyacente (para asegurar que la salida pasa por arriba de los edificios circundantes).

Entre las salidas de aire más visibles en el ferrocarril se encuentran: una estructura de ladrillo (con una bandera arriba), cerca de la estación de Jackson Square en la avenida Columbus, diseñada por P.R.C. Harris and Turner Associates/Huygens and DiMella y construida por Schiavone/Modern Continental; una escultura de 40 pies de altura en la plataforma entre las calles Prentiss y Ruggles, diseñada por P.R.C. Harris and Sasaki Associates, y construida por Modern Continental Construction Company; un conducto de 40 pies, en forma de edificio, en la calle West Newton, diseñado por Kaiser Engineers/Fay, Spofford and Thorndike, Inc. y Stull and Lee Associates, que está fabricando la compañía Schiavone. Construction y otro conducto de 40 pies de altura en la calle Yarmouth diseñado por Kaiser Engineers/Spofford and Thorndike, Inc. y Stull and Lee Associates, y fabricada por J.F. White y Morrison-Knudsen,

Mergentime.

En la estación de Forest Hills se colocarán dos conductos para la salida del aire, diseñados por Howard, Needles, Tammen and Bergendoff y

por Cambridge Seven Associates, Inc./R.L. Wilson AIA, construidos por J.F. White y Morrison-Knudsen/Mergentime; y en la estación de Back Bay, diseñados por Kaiser Engineers/Fay, Spofford and Thorndike, Inc. y por Kallmann, McKinnell and Wood, construidos por Modern Continental Construction Company.

Los conductos de ventilación del tránsito son construidos más cerca del

nivel de la plataforma de la Estación (a veces apareciendo solamente como una rejilla en la pavimento), sin embargo, el conducto en la plataforma de tránsito, de la estación Stony Brook en es visible y será, a la vez, una señal asociada con la entrada a la estación.

Varias plantas eléctricas auxiliares necesarias para proveer tracción al tránsito y corriente alterna, son también prominentes. Estas incluyen una planta auxiliar adyacente a la estación Stony Brook y otra en la calle Berkeley, ambas diseñadas por Kaiser Engineers/Fay, Spofford and Thorndike, Inc. y Kallmann, McKinnell and Wood. Las mismas están siendo construidas por Thomas O'Connor and Sons Contracting Company (un subcontratista de Lord Electric/Mass. Electric Company). Otras dos plantas auxiliares están situadas en Forest Hills, en las calles Washington y New

